

Agenda Item 04

Supplementary Information

Planning Committee on 15 March, 2017 Case No.

16/1537/PRE

Location	500 High Road, Wembley, HA9 7BH
Description	Proposed demolition of existing building and proposed erection of a part 9 and part 11 storey mixed use building containing 360sqm of commercial floorspace (use class A2) on the ground floor and comprising 74 residential units (9x studio, 20x 1 bed, 27x 2 bed and 18x 3 bed) on the upper floors

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Councillors Site Visit

A site visit was carried out by Councillors on 11/03/2017. The following queries were raised and are now addressed in this supplementary section:

Building Line – *Can the position of the proposed building line around the development be illustrated/ explained clearly to allow a comparison of the existing and proposed?*

The building lines along St Johns Road and Elm Road are not proposed to change, with the existing lines being adhered to by the proposed development.

Parking Spaces – *How will the surrounding parking spaces be altered and would there be a provision for on road disabled parking space?*

Brent's highways team are satisfied that a car free development can be supported given the very close access to lots of public transport services. Nonetheless, 5 disabled car parking spaces and a car club space are proposed within the service road part of Elm Road. The spaces are currently used for servicing and Brent's highways team would therefore require that an off street loading area is provided for the proposed commercial unit either along Elm or St Johns Roads. This could acceptably be shared with Boots if necessary.

Commercial Space – *Can the location of the proposed commercial space be explained and would the unit above Boots be retained as existing? How would the appearance of the site work at street level?*

Whilst Boots is part of the same land parcel, the development is not proposed to alter the Boots shop on the high road or the units above Boots. The proposal will specifically relate to the existing extent of the red brick building that contains the Job Centre. The Job Centre is currently accessed from entrance doors along St Johns Road immediately before the corner with Elm Road. The new proposal would see the new retail unit (which is proposed to retain the Job Centre as the tenant) being accessed from a similar access slightly further south along St Johns Road, closer to the junction with Wembley High Road.

The commercial unit would be reduced in size, although would still occupy 360sqm of the ground floor (down from approx. 800sqm), with the rest of the space being occupied by the two residential cores (market and affordable) and associate bike/bin stores etc.

There would be a number of doors within the frontages, for example, within the Elm Road frontage the following entrance doors will be provided: Boots goods access, Market bin stores access, market value flats entrance, market value bike stores entrance. Within the St Johns Road frontage, the following entrance doors will be provided: Commercial unit access, affordable flats entrance, affordable bin stores access, Boots fire escape.

Street furniture and trees – *What is proposed for surrounding street furniture including the public toilet and*

phone box? Would these items and the surrounding trees be retained and/or improved?

There has been little proposed in terms of the surrounding street furniture, however Brent's highways team would require a publicly accessible bicycle stand to be provided on the public footway fronting the commercial unit, paid for by the applicant. The Council's tree and landscaping officers will be consulted as part of a full application to consider the implications on nearby trees, and whether there is a need for tree protection/planting. The public toilet has not been raised as a concern by Brent's highways team and it is possible that this will be easy to retain following development since it is on the other side of the road. The re-provision of the toilet would not be required to mitigate an impact of the development unless it is lost as a result of the development.

Daylight/ Sunlight and Orientation – *Has the potential impact on the much lower rise nearby residential properties been checked?*

A study has not been submitted yet, but this would need to be considered when assessing the proposed development and a subsequent planning application would need to be accompanied by a study.

Height and perspective illustrations – *The view from corner of Elm Road/St Johns Road appears to give the impression that the existing buildings on the right are fairly tall. Can the justification of the proposals height be explained and possibly have some further details showing the developments relationship with neighbouring building more clearly/accurately.*

Proposals must be considered having regard to their context. This may include the current context together with the likely future context in locations where significant development is envisaged. The Wembley Area Action Plan identifies this site together with the site opposite it on St Johns Road as being sensitive to tall buildings (30 m or more in height), but no inappropriate for them. The buildings opposite this site fronting Elm Road are identified as being inappropriate for buildings more than 30 m in height.

Significant change in the scale and massing of buildings in the vicinity of this site is expected in the future and regard is given to this when considering development proposals.

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